

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1. I have seen only one railway station in Arzamas. It was called Novyy Vokzal. This station handled both passenger and freight trains. The only freight I saw was loaded on flatcars and covered with tarpaulin thrown on side supports so that it was impossible to determine what was being transported; however, most people believed that some kind of military equipment was being shipped. I heard from other soldiers that there were about two other stations at Arzamas but I did not see them. Trains were formed in Arzamas to transport troops from the surrounding area. Approximately one thousand soldiers were in the group [redacted] from Arzamas for Germany [redacted]. There were many tracks but I cannot even approximate the number. I do not know the directions in which the trains went except that Moscow was on a direct line. I know nothing about the frequency of train departures from Arzamas.
2. I did not notice any large or unusual activity in the Arzamas area, nor did I notice any concentration of troops or MVD troops. There was, however, a school in Arzamas for the training of pilots. I know this because there were quite a few soldiers in flight-training uniforms and I overheard them speaking about their training. I do not know the location of the school, except that it is in Arzamas, and I do not know how many students were attending it. I heard soldiers talk of an airfield located about eight kilometers west of Arzamas which was used for pilot-training, but I do not know if there was a connection between this airfield and the pilot-training school in Arzamas. I know nothing about the size of the airfield, the type of planes used, or any other details. While in Arzamas, however, [redacted] pursuit ships flying overhead but cannot recall what kind they were and do not know where. [redacted] an airfield in Selo Lopatno, Arzamas. It was built during World War II. I cannot recall anything about it and do not know whether it exists today.
3. I learned of no labor recruitments during my stay in Gorkiy and Arzamas. Previous to my entry into the army I had heard from residents of my village, Nogayevo, who had been sentenced to a labor camp in the Gorkiy area, that there were many labor camps within an 80 mile radius of Gorki, but I cannot give even an approximate number. The labor camp to which residents of my village were sentenced was very large and was located about 30 to 60 kilometers from Gorki (direction not known). From residents of my village I also learned of another labor camp in the forest near Tashino, which is approximately 60 kilometers southwest of Arzamas. It was rumored

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that the labor force in this camp was very large and was composed of former Soviet soldiers who had fought with the German army during the war, had been captured by the Soviets, and then sentenced. People of my village who had been in Tashino stated that this area was heavily guarded, but I do not know by what kind of troops. Before the war, construction of underground factories had been started in this area near Tashino and was continued after the war. The postwar work was done by the aforementioned Soviet labor force. I do not know whether or not anything was being produced. Previously the train from Arzamas had stopped at Shatki, which is about 30 kilometers south of Arzamas; any freight destined for these underground factories was shipped to Tashino, which is about 30 kilometers southwest of Shatki, on a narrow-gauge railroad. However, in 1948 construction was begun on a railroad, which is believed to be double-tracked, to create a direct line from Arzamas to Tashino to expedite shipments to these underground factories. I believe that this railroad must be in use now, but I do not know when it was completed.

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